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This Bulletin is issued for information only

HAPPENINGS

A roundup of SASMEE events, news and other things.

August 2019. Annual General Meeting.

Following the August General meeting it was time for the Annual General Meeting. The out going President, Brenton Dicker presented his report with emphasis on achievements and notable improvements and activities held during his time in office. He expressed thanks to all who had contributed to the running of the club over his term in office.

A good roll up of members and some lively voting for appointments resulted in the following positions being filled for the 2019-2020 period.

President.	Bryan Homann.
Vice President.	Jeff Schaefer.
Secretary.	Alan Saunders.
Treasurer.	Mary Homann.
Assistant Treasurer.	John Harris.
Minute Secretary.	David Hawkins.
Safety Co-ordinator.	John Foster.
Committee.	Kingsley Foreman Brenton Dicker Max Shuard.

Related positions remain relatively unchanged with the exception that Max Shuard becomes a Librarian together with Bill Coles. The canteen management and boiler inspectors remain unchanged.

Membership Awards.

Honorary Life Membership may be conferred on a member who has rendered outstanding service to SASMEE over a period of not less than 20 years.

The recent additions to receive such club recognition are Graeme Driscoll and David Hawkins

.Graeme is a longtime loco builder/driver and regular attendee of the Wednesday working group. For many years Graeme has risen to fame as the destroyer of weeds around the Club grounds. This is rather a solitary function demanding a dedication to keeping the grounds free of undesirable botanical matter. Graeme is winning!!.

David Hawkins has been around the Club for many years as an active participant on field days and supporting events. In more recent years David has and is the Club meeting Minute Secretary. This very important function is most ably carried out by David. His recording is accurate and detailed, and his presentation is precise. Well done David.

September Auction Event.

From a non buyers/bidders observation this years auction display of goods was a disappointment for even the most ardent collector of useful items. Ian Thomas worked overtime trying to extract bids at giveaway incentives. There were a couple of gems that provoked some minor enthusiasm but in the main 50cents bids even failed. Ian Thomas with his "Mystery Parcel" packages were sold off at a reduced offer.

This gives raise to the conclusion that members are either hoarding there disposable items? in the hope the market picks up for next year or members have run out of auctionable useful items, which is hard to believe. We have a year to the next auction night. Now is the time to set aside those treasures no longer required so that other club members may benefit. [Please note! The club will not store items for next years event.]

Royal Adelaide Show Exhibition.

For the sixth consecutive year the Model Train Exhibit was a feature at the Adelaide Show. There was a good cross section of models although the diesel class was not represented.

Exhibits from 3 clubs featured and all were to a very high standard.

A thank you goes out to the volunteers who manned the stand during the time of the show and answered the public's questions.. With the interest from the public combined with the handing out of club literature it is hoped that club enrolments may be on the increase.

Discussions with the Show executive will be ongoing with the objective to introduce a place for Road Vehicles to be included in the 2020 programme Photos of the Show in the next Bulletin.

President`s report – Bulletin October 2019 Bryan Homann.

This has been the first opportunity for me, as President to be

able to communicate with all members. Following the August elections, the committee has many new faces, and some “returnees”, whilst the Club itself has benefited from an influx of new members.

I am happy to see that the new Committee is bringing a high degree of enthusiasm to many tasks that awaits it.

Having said that, it is important to remember that the Committee is only a smallish fraction of the total membership, and they cannot be expected to carry every detail on their shoulders. I therefore expect that we will be making calls on the membership to put hands up, when tasks require assistance. The more tasks that we can manage with our own in-house skills and knowledge, the more dollars are available to fund projects that we cannot realistically handle by our selves. As members also frequently choose to remind us, they are not getting any younger.! It is my hope that, as the Committee supports the members, so the members will support the Committee. Working together can yield great outcomes.

At present, major considerations for the Committee are;

- Preparing an annual, and forward planning budget - something that we have not had for some time.
- conjunction with the budget, prioritise the large number of tasks that have been identified, and decide if they are a must be done yesterday, tomorrow ,next year, or not at all.

- Involving more members in management roles [e.g.

- Track, boat pond, buildings, and etc.]

- Dealing with the introduction of the current child protection legislation and its demands on the club - screening, policy and procedural documentation. In addition there are dozens of day to day issues that have to be managed as they arise.

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A budget is desirable, partly because it asks members to consider what the club needs [and would like to have, or achieve], and partly because it assists in ensuring that our expectations and needs can be supported by our ability to generate the necessary income, with some

left over for a rainy day. We are aiming to have that largely completed by the November meeting. The intention for the following year will be to commence this process ahead of the AGM, so that the membership can consider a budget for meeting after the AGM, as the rules require.

We have identified several pages of jobs that need to be considered. Some are manual, boots on the ground types, while others are the inevitable paper trails and bureaucratic type stuff.

Examples include completing the child protection stuff, re-assessing our Park security arrangements, updating the Society Regulations, and asbestos removal.

We have been successful in filling most of the designated non-executive positions, and have created some new ones. Notable of these, I think is a new member mentor [or two in this case], to assist in enhancing the introduction of new members into our activities. Hopefully, the process of filling the positions will be advanced enough for the positions to be promulgated in the next Bulletin, as well as our means of member communication. Many have already received Committee and General Meeting approval.

The Child Protection screening process that the State Government brought into law at the beginning of July, had required a lot of work for a few in assisting members to navigate the required processes. While there is much discussion about how much of the law applies to the likes of SASMEE, it is clear that interpretation of the law is predominantly of the view it does apply. The interpretation of involvement with children is broad, and simply to speak to a child is considered interaction. Therefore, any member who is present on a public field day has the potential to interact [station attendants, canteen staff, drivers, boaties explaining their vessels, etc, etc] and is it therefore necessary that every member who is likely to come to a field day, must have a cleared screening check. This raises the spectre of having to refuse non-screened members from a field day, unless they come in as a paying members of the General Public.

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Additionally, that also imposes a greater burden of control on the Committee, and the field day gate keepers.

There appears to be differential debate about how this might apply to

children at a club function [such as the Christmas party], and this is a matter that needs to be considered when we review the draft child protection policy and its attendant operating procedures.

I know that some members feel this whole process is a burden unnecessarily imposed in them. However, one only has to be aware of the terrible things done to children to understand why this and other like laws have come into being. Fortunately, it is not a terribly onerous job to get clearance, and I would urge all members who are still to go through the process to contact us so that the process can begin. WE will be requiring future new members to either have a clearance on application, or to have something like a probationary period after acceptance, while clearance is sought.

There has been, in my view, some distancing between members young and old. Some new members have felt somewhat unwanted by some older members, and some old members have felt that some younger members don't always have the same beliefs, or work ethics, as themselves. None of this helps a club that relies for its success on a large number of members of all ages working as a team. Old members get older, and young members also get older. That process provides everyone the opportunity to gain knowledge and skills, the possible advantage for the older members being that they have had more time to do it. I can recall my early days in SASMEE, and elsewhere [notable Pichi Richi Railway].

Having just got out of the teenage, it is easy to think that one knows a lot. Life generally shows that not to be the case. In my case I thought I knew about steam engines as a result of messing around at SASMEE turned out to be very little when I thrust myself into the world of running and maintaining full size locos. On the wrong side of 70, I find that there is still an awful lot I don't know. The advantage of being at the top end of teenage years is that the energy, strength, and enthusiasm are probably as high as they are ever going to get.

This brings me to the point that SASMEE needs the strengths of both the young [er] and the old [er]. Knowledge can, and should flow both ways. The older can provide life skills, and trade skills that are perhaps dying out as a result of technological advances. The younger are more likely to be able to deal with the technological advancement, and help the older to manage the changes. They can also wield a better shovel too!.

SASMEE cannot afford having age become a battle ground. Consider a

sporting club – everyone is working together, the Premiership is a distinct possibility, if there is friction within, the wooden spoon, and a search for a new coach is often the result.

Future Dreaming.. Putting aside all the current solutions we are trying to find, it is nice, I think, to be able to dream on a bit. In 2020, SASMEE will have held the property lease for 75 years.

In 2027 SASMEE will be 100 years old. The club room [or the first part of it] will be 80!.

The club room initially was a war time temporary army barracks building. It then provided shelter for some chickens. While it has weathered the years pretty well, it is showing some tiredness, and emerging structural issues [the roof line is showing some tendencies toward looking like an Asian temple]. The canteen and the large verandah have been added over the years. Between it and our public entrance sits in all its glory a toilet block. Closer to the gate is a small ticket office, which is showing operational limitations when dealing with our currently increasing patronage.

The seven and a bit years between now and our centennial provides adequate time for a sub committee to be formed to consider what can, or should be done to celebrate such a milestone [or is it a kilometre brick?] One such possibility could be a brand new building that serves as a club room, canteen, toilets, model engineering museum, office space, tickets etc and looks like it is inviting our visitors into a really good time.

Certainly, there would be a lot of work, generating designs, communing with members, planning approvals, sourcing funds, managing business disruptions. On the positive side, the Centenary might be a target which appeals to benefactors [government or otherwise], and currently there is plenty of time to have proper consideration of such a project. While we may not be as mainstream as some of the sporting codes, there is a definite acknowledgement at least locally and via our patrons, that we do provide a useful and not terribly expensive social function.

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A precursor could be a 2023 weekend model engineering exhibition [they have been very successful in years gone by] that could serve as a fund raiser, as well as reminding the public what model engineering is all about. Unless there is a violent demonstration to the contrary, I am thinking we should let this lie for a while so that members can have their own little

back room chats, and if there is a general feeling that we should do something, then it can be a topic for a post general meeting forum discussion early next year[being the year of clear 20-20 vision.]

In the meantime, talk to me, or any of the Committee to express your views. We may not always agree with your views, but we will respect your right to express them in a courteous way, and listen.

OTHER THINGS

SASMEE is fortunate in having compiled an extensive library. We have the Model Engineer Magazine from day one, Boats Magazine, Engineers Workshop, Engineering in Miniature, Live Steam plus the Australian Model Engineer. Together with these bound volumes we have an extensive range of other hard copy publication on a very extensive range of subjects. There is a range of books which are of historical subjects of steam, boating and workshop devices plus subjects we have never heard of.

All titles within the library are for loan based on an honour system.

A great many of the publications are indexed within the recording system, many more have yet to be reviewed as being worthy of recording. As an aside there is a large quantity of photographs taken of club events, models and personnel taken over the past years. These are being cared for as being of historical value. These are not for loan.

The above reveals that the library is at capacity. Combine this with a smattering of unrelated bits and pieces, it is taking on the appearance of an "OP SHOP". The club librarians are working on a disposal project to reduce duplicates and other tomes that are not considered relevant.

To assist the cause members [or others] are asked **not to donate** publications [albeit in good faith] without prior discussion with the librarians. Purchases for the library need to be justified on real interest.

There is a large stack of garden railway magazines in the corner of the club room dropped off by "who knows" Help yourselves, they will most likely end up in the bin. Thank you. The Librarians.

Members Update.

Long term member Bert Francis has advised of his retirement from the club. At age 90 Bert has decided to slow down.

Bert joined SASMEE in 1976. He was employed at the Adelaide Steam ship Company. Bert is a Korean War veteran.

Bert was a prolific builder of locos, at least 5 maybe 6? in both 5" and 7 1/4" gauges. Workmanship was first class, construction was for long term durability and fittings were always in stainless steel. He

also built and ran a Stanley Steamer motor vehicle. This was awarded a prize at one of the conventions. Bert was always free with information on loco building and design. He was also known for driving his loco at speeds above the recognised limits together with his love of fast cars. All the best.

Sasmee member and builder of fine models, Allan Wallace is Chairman of the A.M.B.S.C.. Congratulations.

Long time member, John Davey [Jack] seems medically OK but uses a walking frame for mobility

Upcoming Events.

Following the **November** meeting is the Annual Show of Work.

Last years display was down a bit on numbers which would indicate that members would have made more progress to show off this year.

This is a once a year display with no restrictions on what one brings along, just so it fits under the heading of what SASMEE is all about.

There are no prizes other than what one can learn and appreciate what others are doing. It should also provide a stimulus for newer members which may sow the seed for a future project.

Presenters are urged to attach a name and project identification so a meaningful description can be attached for future Bulletin publications. Thank you.

Somewhat under "events" will be the installation of the canteens' new dishwasher. Some minor modifications are required to fit and commission the unit into the canteen layout with planning well in hand. Watch this space.

Coal Smoke. Bryan Homan.

At present, we are going through an experimental stage of solid fuel burning in our steam locomotives. Since I have been in the club we have progressed from Victorian brown coal briquettes [older members might recall the smoky haze hanging over the grounds on a still night of an Easter Convention], to char made from the same brown coal. That was a wonderful fuel- it didn't stink and shoot sparks anything like the briquettes, it didn't soot the tubes up and didn't have any clinker. Then the plant making the stuff ceased to operate, and a similar [but dirtier] version came from Bacchus Marsh

in Victoria, rather than from Yallourn. As the source dried up, along came anthracite from Wales. It had some of the benefits of a good char, but needed constant attention and draft to keep it alight, as it is almost pure carbon, with a little or no volitile.

The latest alternative has been experimentation with other Australian sourced black coals. Unfortunately [for us] the vast majority of genuine black coals have quite high percentages of volitiles, and less of pure carbon. The result is that they will burst into flame wonderfully quickly. The disadvantage is that being plonked onto an already hot firebed results in rapid generation of gaseous type products from the volitiles. Unless this is controlled, either by the old railway adage of [little and often], or generous use of blower and the additional air [fire door open], the result is a pall of thick smoke. While this eruption can bring back nostalgic memories to some, it causes quite a negative reaction to our patrons when they are sitting very close to it. It never seems to smell quite as nice in those local concentrations as it used to from a carriage behind what ever full size steam loco took your fancy.

We will continue to try to find better fuels, but that is not looking too promising at the moment.

The result at present therefore is that we must manage what we can get in such a way as to not turn our patrons away. People are a lot more conscious of what they see as pollution, and what we might see as reliving the glory days of steam.

Even back in the days of steam, it was still considered good practice to burn all combustibles in the boiler, and minimise the wastage that comes from expelling large quantities of unburnt material. I don't think any fireman would have got a pat on the back from head office if they filled Adelaide station with a blanket of smoke. In fact, I think they were required to get their train out of Adelaide on a clean fire that they originally had put on at the Mile End depot.

It means therefore that we must do some or all of the following;

- Keep our different coals separate from each other, and identified so that drivers know what they are getting.

- Use good locomotive management processes to limit smoke -particularly in stations and tunnels.

This requires drivers to gain skills in “reading” their fuel and developing good firing techniques for their particular locomotive [s]

This might mean fire door open and blower on in the station, whilst being prepared to add water to prevent loud safety valves from going off, and/or only adding fuel once underway, and then ‘little and often”

It may require adjustments to locomotives [grates, air supply, blowers, and etc.] to suit what fuel is available.

Discuss firing issues with other operators, as this may assist you in developing good outcomes.

